



215563

Robert T. Opal
General Commerce Counsel

January 16, 2006

VIA U.P.S. OVERNIGHT

Surface Transportation Board
Section of Environmental Analysis
1925 "K" St., N.W., Room 504
Washington, DC 20423-0001

ENTERED
Office of Proceedings

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Attention: Victoria Rutson

Re: Proposed Abandonment Exemption of UP's 900 South Line from Milepost 780.1 west of Redwood Road to Milepost 782.32 near 4th West Street, a distance of 2.22 miles in Salt Lake City, Utah; STB Docket No. AB-33 (Sub-No. 237X)

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. '1105.7 and '1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. '1105.11.

Union Pacific anticipates filing a Petition for Exemption in this matter on or after February 6, 2006.

Sincerely,

Enclosures

O:\ABANDONMENTS\33-237\STB-EHR.wpd

215563

BEFORE THE
SURFACE TRANSPORTATION BOARD

JAN 17 2006
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Docket No. AB-33 (Sub-No. 237X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN SALT LAKE, UTAH
(900 SOUTH LINE)

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Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY
Robert T. Opal
General Commerce Counsel
1400 Douglas Street, Mail Stop 1580
Omaha, Nebraska 68179
(402) 544-3072
(402) 501-0132 FAX

Dated: January 16, 2006
Filed: January 17, 2006

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 237X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN SALT LAKE, UTAH
(900 SOUTH LINE)

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Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. §1105.7(e) and 49 C.F.R. §1105.8(d), respectively, for an exempt abandonment of UP's 900 South Line from Milepost 780.1 west of Redwood Road to Milepost 782.32 near 4th West Street, a distance of 2.22 miles in Salt Lake City, Salt Lake County, Utah (the "Line"). The Line traverses U.S. Postal Service Zip Codes 84101 and 84104.

The UP anticipates that a Petition for Exemption to abandon the Line will be filed with the STB on or after February 6, 2006. The proposed abandonment is to be conditioned on substantial completion of improvements to an alternate UP route via Grant Tower, which runs a short distance north of the Line (the "Grant Tower Project")¹. The Grant Tower Project will result in through freight traffic being rerouted from the Line to the alternate route, making the Line unnecessary.

¹ The Grant Tower Project is not a part of the abandonment proposal. The project consists of improvements to existing UP lines, which do not require STB authorization.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP's letter to federal, state and local government agencies marked **Attachment No. 2** is attached hereto and hereby made a part hereof. Responses received to UP's letters to date are attached and sequentially numbered.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(1) Proposed action and alternatives.

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves the abandonment of UP's 900 South Line from Milepost 780.1 west of Redwood Road to Milepost 782.32 near 4th West Street, a distance of 2.22 miles in Salt Lake City, Salt Lake County, Utah. The abandonment is to be conditioned on substantial completion of the "Grant Tower Project" as previously described.

There is no reasonable alternative to the abandonment. There are no industries served by the Line. Activity on the Line consists entirely of overhead traffic. As discussed above, the overhead traffic will be rerouted from the Line upon substantial completion of the Grant Tower Project, leaving no other rail traffic on the Line.

After abandonment, Salt Lake City will continue to see rail service from UP, BNSF, Utah Railway, Salt Lake, Garfield & Western, and Salt Lake City Southern. The area is well served by federal and state highways and local roads. Since the Line to be

abandoned possesses no local industry business and overhead traffic will be rerouted, the proposed abandonment will have no effect on area highway traffic patterns and there will be no increase in truck traffic on area roads.

The Line was constructed in 1906 by the Los Angeles & Salt Lake Railroad Company. The original track structure is no longer in place. The Line is currently constructed with 136-pound continuous welded rail laid in 2002.

The property is located west of downtown Salt Lake City and extends in a general easterly direction from west of Redwood Road to near 4th West Street with the majority of the track located adjacent to and south of 9th South Street. UP believes that the property east of Redwood Road may be suitable for other public purposes, including trails or conservation. The Line contains mostly non-reversionary property. Based on information in UP's possession, the Line does not contain federally granted right-of-way. Any documentation in UP's possession will be made available to those requesting it.

A map of the Line is attached as **Attachment No. 1**.

(2) Transportation system.

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: As discussed above, the Line has no local industry business and overhead traffic will be rerouted upon substantial completion of the Grant Tower Project. As such, the proposed abandonment should have no effect on area highway traffic patterns and there will be no increase in truck traffic on area roads.

(3) Land use.

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response:

(i) Based on consultations with Salt Lake City, UP believes that the abandonment is consistent with City land use plans. The City, in fact, previously sought abandonment and removal of the portion of the line east of Redwood Road in Docket No. AB-33 (Sub-No. 183), Salt Lake City Corporation - Adverse Abandonment - In Salt Lake City, UT. The Salt Lake County Commissioner has been contacted. To date UP has received no response.

(ii) The United States Natural Resources Conservation Service has been contacted. To date UP has received no response.

(iii) Not Applicable.

(iv) The property east of Redwood Road may be suitable for other public purposes, including trails or conservation.

(4) Energy.

(i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected Line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response:

(i) and (ii) There will be no effects on the transportation of energy resources or recyclable commodities. Any such traffic now being transported over the Line will continue to be transported over the alternate rail route via Grant Tower

(iii) The proposed abandonment will have no impact on energy efficiency.

(iv)(A)(B) There will be no diversions caused by the proposed abandonment.

(5) Air.

(i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in § (5)(i)(A) will apply.

Response: There are no such effects anticipated. The overhead traffic currently handled on the Line will be rerouted to an alternate UP route in Salt Lake City running a short distance to north of the Line upon substantial completion of the Grant

Tower Project. This rerouting will occur regardless of whether the Line is abandoned. Since all of the traffic handled on the Line will continue to be handled by UP lines in the immediate area, there will be no affect on yard activity or truck traffic.

(5) Air (Continued)

(ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic of these magnitudes as a result of the proposed action.

(5) Air (Continued)

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) Noise.

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) Safety.

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response:

(i) The proposed action will have no detrimental effects on public health and safety. Abandonment of the Line will be beneficial in that it will result in elimination of seven public highway-rail grade crossings.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) Biological resources.

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response:

(i) The U. S. Fish and Wildlife Service has been contacted. To date UP has received no response.

(ii) UP is not aware of any wildlife sanctuaries or refuges, or of any National or State parks or forests, that will be affected by the proposed abandonment.

(9) Water.

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. ' 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. ' 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response:

(i) The Utah Department of Environmental Quality has been contacted and to date UP has received no responses

(ii) The U.S. Army Corps of Engineers has been contacted. To date UP has received no response.

(iii) It is not anticipated there will be any requirements for Section 402 permits.

(10) Proposed Mitigation.

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts. The abandonment will be beneficial in that it will result in removal of the Line from an area which is largely residential. As such, no mitigation is appropriate.

HISTORIC REPORT **49 C.F.R. § 1105.8(d)**

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See Attachment No. 1.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The terrain is essentially level, with the adjacent land uses ranging from residential to light industrial and commercial. The property is a strip of land with widths varying from 50 feet to 125 feet..

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: The Utah State Historical Society has been provided with photographs of each of the structures on the property that are 50 years old or older. A copy of the letter to the Historical Society and photographs are attached as **Attachment No. 2**. To date UP has received no response from the State Historical Society.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: The bridges and their dates of construction are listed on the map, **Attachment No. 1**, and in the letter, **Attachment No. 2**.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See the preceding pages for a brief history and description of carrier operations.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: Not applicable.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP believes that there is nothing in the scope of the project that merits historical comment and that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction of the Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental

conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

Response: UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or group of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 16th day of January, 2006.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY

A handwritten signature in black ink, appearing to read 'Robert T. Opal', written over a horizontal line.

Robert T. Opal
General Commerce Counsel
1400 Douglas Street, Mail top 1580
Omaha, Nebraska 68179
(402) 544-3072
(402) 501-0132 FAX

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 237X) for the 900 South Line in Salt Lake County, Utah was served by first class mail on the 16th day of January, 2006 on the following:

State Clearinghouse (or alternate):

Utah State Clearinghouse
Office of Planning and Budget
State Capitol Complex, Suite E210
Salt Lake City, UT 84114-1547

State Environmental Protection Agency:

Department of Environmental Quality
Division of Water Quality
P.O. Box 144870
Salt Lake City, UT 84114-4870

**State Coastal Zone Management Agency
(if applicable):**

Not applicable.

Head of County (Planning):

Salt Lake County Council
2001 South State Street, Suite N2100
County Government Center
Salt Lake City, UT 84190-0001

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region VIII
999 18th Street, Suite 200
Denver, CO 80202

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
Mountain-Prairie Regional Office
134 Union Blvd.
Lakewood, CO 80228

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Sacramento
District Commander
1325 J Street
Sacramento, CA 95814-2922

National Park Service:

National Park Service
William D. Shaddox
Chief, Land Resources Division
1849 "C" St., N. W., #MS3540
Washington, DC 20240

**U.S. Natural Resources Conservation
Service:**

Natural Resource Conservation Service
4402 Bennett Federal Building
125 South State Street, Room 4402
Salt Lake City, UT 84138-1100

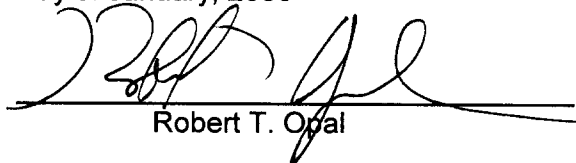
National Geodetic Survey:

National Geodetic Survey
Frank Maida, Chief
Spatial Reference System Division
NOAA N/NGS23
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:


Utah State Historical Society
300 South Rio Grande Street
Salt Lake City, UT 84101

Dated this 16th day of January, 2006


Robert T. Opal



January 16, 2006


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State Clearinghouse (or alternate):

Utah State Clearinghouse
Office of Planning and Budget
State Capitol Complex, Suite E210
Salt Lake City, UT 84114-1547

State Environmental Protection Agency:

Department of Environmental Quality
Division of Water Quality
P.O. Box 144870
Salt Lake City, UT 84114-4870

State Coastal Zone Management Agency

(if applicable):

Not applicable.

Head of County (Planning):

Salt Lake County Council
2001 South State Street, Suite N2100
County Government Center
Salt Lake City, UT 84190-0001

Environmental Protection Agency

(regional office):

U.S. Environmental Protection Agency
Region VIII
999 18th Street, Suite 200
Denver, CO 80202

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
Mountain-Prairie Regional Office
134 Union Blvd.
Lakewood, CO 80228

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Sacramento
District Commander
1325 J Street
Sacramento, CA 95814-2922

National Park Service:

National Park Service
William D. Shaddox
Chief, Land Resources Division
1849 "C" St., N. W., #MS3540
Washington, DC 20240

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
4402 Bennett Federal Building
125 South State Street, Room 4402
Salt Lake City, UT 84138-1100

National Geodetic Survey:

National Geodetic Survey
Frank Maida, Chief
Spatial Reference System Division
NOAA N/NGS23
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Utah State Historical Society
300 South Rio Grande Street
Salt Lake City, UT 84101

Re: Proposed Abandonment of the 900 South Line from Milepost 780.1 west of Redwood Road to Milepost 782.32 near 4th West Street, a distance of 2.22 miles in Salt Lake City, Salt Lake County, Utah; STB Docket No. AB-33 (Sub-No. 237X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the 900 South Line from Milepost 780.1 west of

Law Department

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
fx. (402) 501-0127

Redwood Road to Milepost 782.32 near 4th West Street, a distance of 2.22 miles in Salt Lake City, Salt Lake County, Utah. The abandonment is to be conditioned upon substantial completion of improvements to an alternate UP route known as the "Grant Tower Project" in accordance with the terms of an agreement between UP and Salt Lake City Corporation. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 49 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

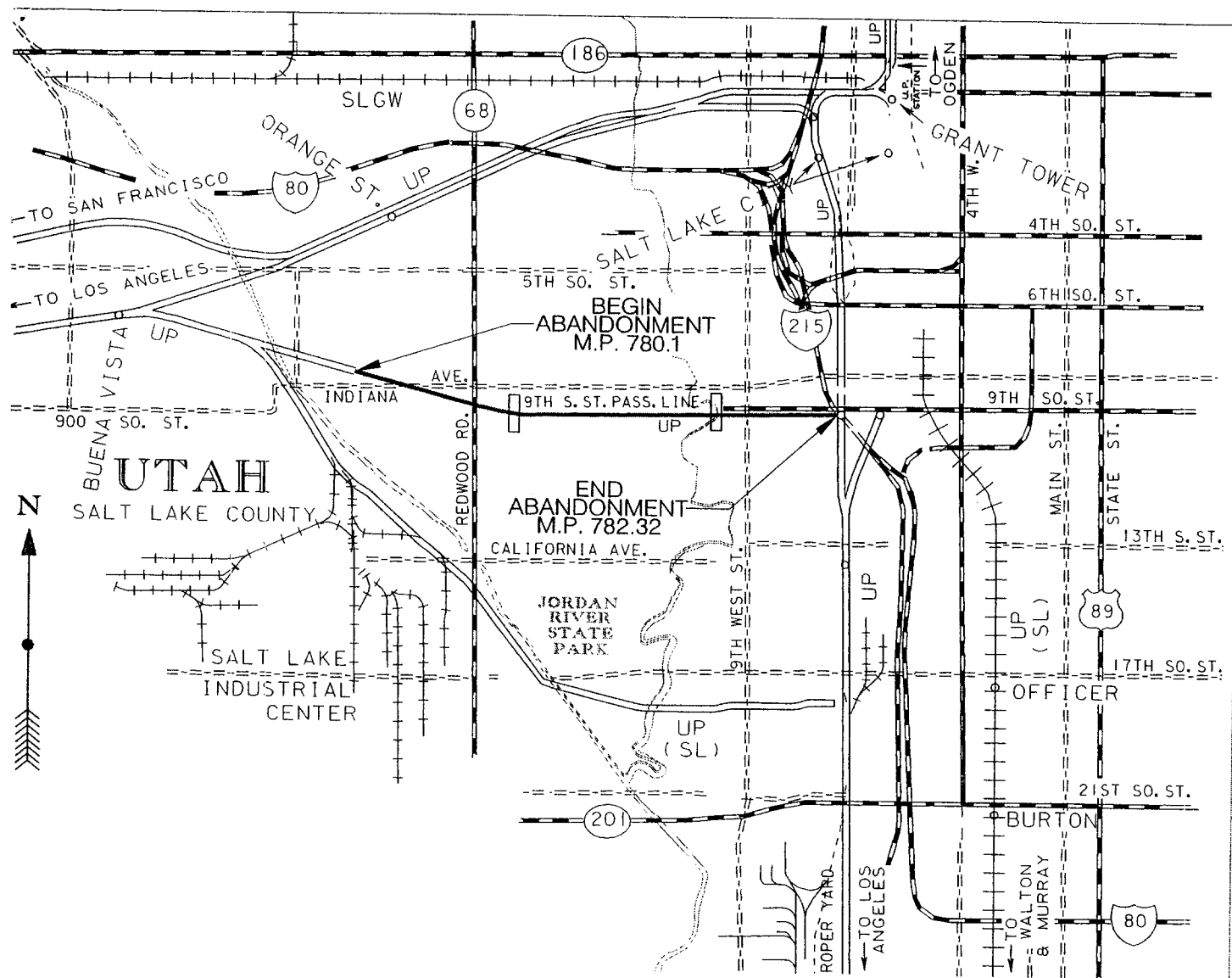
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179. If you need further information, please contact me at (402) 544-4861.

Yours truly,


Charles W. Saylor

Attachment



900 SOUTH LINE
MP 780.1 TO MP 782.32

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
780.94	I-BEAM - OPEN DECK	15'	1928
781.81	TIMBER PILE TRESTLE - OPEN DECK	75'	1931

LEGEND

- UPRR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

UNION PACIFIC RAILROAD CO.
900 SOUTH LINE

INCL. 50+ YEAR OLD STRUCTURES

